SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 21

FOR THE

SACRAMENTO DIVISION.

TO TAKE EFFECT FRIDAY, APRIL 1, 1898, AT 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

J. A. FILLMORE,
Manager.

G. F. RICHARDSON,
Master of Transportation.

J. B. WRIGHT,
Superintendent.

T. R. JONES,
Asst. Superintendent.

SACRAMENTO DIVISION: Sacramento and Colfax.

FROM SAN FRANCISCO.

Second Class.								First Class.								DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.
33 Red Bluff Freight. Daily. Ex. Sun.		19 Way Freight. Daily.		9 Through Freight. Daily.		7 Through Freight. Daily.		15 Oregon Express. Daily.		11 Red Bluff Passenger. Daily.		25 Colfax Passenger. Daily.		3 Atlantic Express. Daily.		1 Atlantic Express. Daily.			
						A M LV 4.00		P M LV 8.00		A M LV 8.30		A M LV 8.30		P M LV 6.00		A M LV 8.00			.... SAN FRANCISCO
A M LV 6.45		A M LV 7.45		A M LV **12.01**		P M LV 12.20		A M LV **12.01**		P M LV **3.25**		P M LV **4.50**		P M LV 9.55		A M LV 11.45		151.19	.dn. SACRAMENTO .. W. 6.43
7.10		8.15		12.40		12.45		12.21		*f* 3.42		*f* 5.07		*f* 10.15		P M *f* 12.05		157.62	.... Benali 1.49
7.15		8.20		12.45		12.50		12.25		*f* 3.45		*f* 5.10		10.19		*f* 12.09		159.11	.... Arcade 6.42
7.35		8.40		1.05		1.10		12.40		*s* 3.58		*s* **5.22**		**10.35**		*f* 12.24		165.53	.... Antelope 3.90
7.50		**9.00**		1.20		1.25		*s* 12.50		*s* **4.08**		*s* **5.30**		*s* 10.43		*s* 12.33		169.43	.d.. ROSEVILLE ..... W. 3.91
A M AR 9.20 / 10.00				1.40 / 2.25		**1.55** / 2.25		A M AR		P M AR				*s* 5.40		*s* 10.55		*s* 12.45	173.34	.dn. ROCKLIN ..... W. 3.04
10.15				2.40		2.40								*s* 5.50		*f* 11.08		*s* 12.58	176.38	.d.. Loomis 2.88
10.40				2.55		2.55								*s* 5.58		*f* 11.20		*s* 1.10	179.26	.d . Penryn 3.18
11.10				3.15		**3.30**								*s* 6.09		*s* 11.34		*s* **1.23**	182.44	.d.. Newcastle ..... W. 4.89
P M 12.15				**4.10**		4.15								*s* 6.30		*s* 11.55		*s* 1.45	187.33	.dn. Auburn ..... W. 3.31
12.40				4.30		4.40								*f* 6.39		A M 12.12		*f* 2.02	190.64	.... Bowman 3.40
1.00				4.45		5.00								*s* 6.47		12.23		*s* **2.14**	194.04	.d.. Clipper Gap ..... W. 2.97
1.15				5.00		5.15								*f* 6.54		12.34		*f* 2.26	197.01	.... Applegate 3.31
1.40				5.20		5.35								*s* 7.05		12.50		*s* **2.40**	200.32	.d.. N. E. Mills 5.06
2.00 P M AR				5.40 A M AR		6.00 P M AR								*s* **7.20** P M AR		*s* 1.05 A M AR		*s* 2.55 P M AR	205.38	.dn. COLFAX ..... W.
Daily. Ex. Sun.				Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.			

Trains will stop on signal as follows:

At American River Bridge, Nos. 11 and 25.
At Walerga, Nos. 11 and 25.
At Lander, Nos. 1 and 25.

Train No. 33 may carry passengers.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

All trains must get orders or clearance cards before leaving Sacramento and Rocklin.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Sacramento and Colfax.

TIME TABLE No. 21, April 1, 1898.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM TRUCKEE.	First Class.										Second Class.											
		2 Pacific Express. Daily.		4 Pacific Express. Daily.		26 Colfax Passenger. Daily.		12 Red Bluff Passenger. Daily.		16 Oregon Express. Daily.		6 Through Freight. Daily.		8 Through Freight. Daily.		20 Way Freight. Daily.		34 Red Bluff Freight. Daily Ex. Sun.			
....SAN FRANCISCO	.....	P M AR 8.45	.....	A M AR 9.45	.....	P M AR 4.15	.....	P M AR 4.15	.....	A M AR 8.15	.....	.....	.....	A M AR 2.20	.....	.....	.....	.....	.....	.....	.....
dn. SACRAMENTO .W.	*119.52*	P M AR s **4.50**	.....	A M AR s 5.40	.....	A M AR s 9.40	.....	A M AR s 9.50	.....	A M AR s 3.55	.....	P M AR 11.25	.....	P M AR **3.25**	.....	P M AR 6.40	.....	P M AR 6.10	.....	.....	.....
6.43																					
....Benali	*113.09*	*f* 4.33	.....	5.23	.....	9.23	.....	*f* 9.33	.....	3.37	.....	11.00	.....	2.55	.....	6.15	.....	5.45	.....	.....	.....
1.49																					
....Arcade.....	*111.60*	*f* 4.30	.....	5.20	.....	9.20	.....	*f* 9.30	.....	3.34	.....	10.55	.....	2.50	.....	6.10	.....	5.40	.....	.....	.....
6.42																					
....Antelope.....	*105.18*	*f* 4.20	.....	5.10	.....	9.10	.....	*f* 9.20	.....	3.22	.....	**10.35**	.....	2.30	.....	5.50	.....	**5.22**	.....	.....	.....
3.90																					
d..ROSEVILLE.....W.	*101.28*	s **4.08**	.....	s 5.00	.....	s **9.00**	.....	9.12	.....	3.10	.....	10.10	.....	2.15	.....	**5.30**	.....	5.00	.....	.....	.....
3.91								A M LV		A M LV								P M LV			
dn. ROCKLIN ..... W.	*97.37*	s 3.55	.....	s 4.45	.....	s 8.50	.....	.....	.....	.....	.....	9.50	.....	**1.55**	.....	5.00	.....	.....	.....	.....	.....
3.04																					
d..Loomis.....	*94.33*	s 3.48	.....	*f* 4.39	.....	s 8.44	.....	.....	.....	.....	.....	9.30	.....	1.45	.....	4.45	.....	.....	.....	.....	.....
2.88																					
d..Penryn.....	*91.45*	s 3.40	.....	*f* 4.32	.....	s 8.37	.....	.....	.....	.....	.....	9.20	.....	1.35	.....	4.30	.....	.....	.....	.....	.....
3.18																					
d..Newcastle.....W.	*88.27*	s **3.30**	.....	s 4.23	.....	s 8.29	.....	.....	.....	.....	.....	9.05	.....	**1.23**	.....	4.00	.....	.....	.....	.....	.....
4.89																					
dn. Auburn.....W.	*83.38*	s **3.13**	.....	s **4.10**	.....	s 8.15	.....	.....	.....	.....	.....	8.45	.....	12.55	.....	**3.13**	.....	.....	.....	.....	.....
3.31																					
....Bowman	*80.07*	*f* 3.03	.....	4.01	.....	*f* 8.05	.....	.....	.....	.....	.....	8.30	.....	**12.40**	.....	2.30	.....	.....	.....	.....	.....
3.40																					
d..Clipper Gap.....W.	*76.67*	*f* 2.55	.....	3.53	.....	s 7.57	.....	.....	.....	.....	.....	8.15	.....	12.25	.....	**2.14**	.....	.....	.....	.....	.....
2.97																					
..Applegate.....	*73.70*	*f* 2.48	.....	3.45	.....	*f* 7.49	.....	.....	.....	.....	.....	8.05	.....	12.15	.....	1.55	.....	.....	.....	.....	.....
3.31																					
d..N. E. Mills.....	*70.39*	*f* **2.40**	.....	3.37	.....	s 7.40	.....	.....	.....	.....	.....	7.50	.....	12.01	.....	**1.40**	.....	.....	.....	.....	.....
5.06																					
dn. COLFAX. .....W.	*65.33*	2.25	.....	3.23	.....	7.25	.....	.....	.....	.....	.....	**7.20**	.....	P M 11.35	.....	1.20	.....	.....	.....	.....	.....
		P M LV		A M LV		A M LV						P M LV		A M LV		P M LV					
		Daily.		Daily		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily Ex. Sun.			

Trains will stop on signal as follows:

At American River Bridge, No. 12.
At Walerga, No. 12.
At Lander, Nos. 2 and 26.

Train No. 34 may carry passengers.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

All trains must get orders or clearance cards before leaving Rocklin.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Colfax and Truckee.

FROM SAN FRANCISCO.

Second Class.			First Class.		DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM TRUCKEE.	TOWARD SAN FRANCISCO. First Class.		Second Class.		
19 — Way Freight. Daily.	9 — Through Freight. Daily.	7 — Through Freight. Daily.	3 — Atlantic Express. Daily.	1 — Atlantic Express. Daily.				2 — Pacific Express. Daily.	4 — Pacific Express. Daily.	6 — Through Freight. Daily.	8 — Through Freight. Daily.	20 — Way Freight. Daily.
P M LV	A M LV	P M LV	A M LV	P M LV				P M AR	A M AR	P M AR	A M AR	P M AR
2.18	6.00	6.20	1.10	3.00	*205.38*	.dn... **COLFAX** ...W.	*65.33*	s **2.18**	s 3.18	7.15	11.30	1.00
						4.50						
2.50	6.25	**6.55**	1.32	f 3.22	*209.88*	....Cape Horn Mills....	*60.83*	f 2.04	3.04	**6.55**	11.10	12.40
						5.96						
3.40	7.30	8.00	s 1.55	s **3.40**	*215.84*	.dn... Gold Run ....W.	*54.87*	s 1.51	f 2.51	6.30	10.45	12.15
						2.13						
4.15	7.45	8.15	f 2.15	s 3.47	*217.97*	.d.... Dutch Flat	*52.74*	s 1.45	f 2.45	6.20	10.35	12.01
						1.87						P M
4.30	8.00	8.30	2.25	f 3.54	*219.84*	..... Alta .....W.	*50.87*	f 1.39	2.39	6.10	10.25	11.50
						.84						
4.50	8.20	8.35	s **2.35**	s 4.00	*220.68*	.dn.... Towles.....	*50.03*	s 1.35	f **2.35**	6.05	10.20	11.45
						4.00						
5.20	8.45	9.00	2.55	f 4.14	*224.68*	.....Shady Run	*46.03*	f 1.24	2.24	5.50	10.00	11.10
						2.27						
5.40	9.00	9.15	3.05	f 4.23	*226.95*	..... Orel.....	*43.76*	f 1.17	2.17	**5.40**	9.50	11.00
						2.45						
6.15	**9.40**	9.45	s 3.20	s 4.32	*229.40*	.dn...Blue Canon ...W.	*41.31*	s 1.05	s 2.05	5.25	**9.40**	10.50
						5.20						
6.50	**10.20**	10.25	s 3.50	s **4.55**	*234.60*	.dn..Emigrant Gap.....	*36.11*	s 12.50	s 1.50	**4.55**	9.15	**10.20**
						4.26						
7.10	10.40	10.45	4.08	f 5.08	*238.86*	..... Yuba Pass.....	*31.85*	f 12.38	1.38	4.30	8.55	9.45
						4.24						
7.50	11.20	11.25	s 4.23	s 5.19	*243.10*	.dn..... Cisco	*27.61*	s 12.26	s 1.26	4.10	8.35	9.25
						3.51						
8.05	11.35	11.45	4.36	f 5.29	*246.61*	..... Tamarack	*24.10*	f 12.16	1.16	3.55	8.20	9.05
	P M	A M				4.02						
8.25	**12.05**	12.05	4.50	f 5.40	*250.63*	.dn.... Cascade	*20.08*	f **12.05**	1.05	3.35	8.00	8.45
						5.77		P M				
8.50	12.35	**12.45**	s 5.10	s 5.57	*256.40*	.dn.... Summit.....W.	*14.31*	s 11.45	s **12.45**	3.10	7.35	8.15
						2.70						
9.10	12.55	1.05	5.26	f 6.11	*259.10*	..... Lake View	*11.61*	f 11.37	12.37	2.45	7.20	7.55
						3.99						
9.25	1.10	1.25	5.40	f 6.24	*263.09*	.dn... Tunnel 13	*7.62*	f 11.24	12.24	2.25	7.00	7.35
						4.07						
9.45	1.30	1.45	5.51	f 6.35	*267.16*	..... Champion	*3.55*	f 11.14	12.14	2.05	6.40	7.20
						3.55						
10.00	**1.45**	2.00	s 6.00	s 6.45	*270.71*	.dn.. **TRUCKEE** ...W.	*0.00*	11.00	12.01	**1.45**	6.20	7.00
P M AR	P M AR	A M AR	A M AR	P M AR				A M LV	A M LV	P M LV	A M LV	A M LV
Daily.	Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.

Trains will stop on signal as follows:
At Soda Springs, Nos. 1 and 2.
At Stanfords, Nos. 1 and 2.

Water supply at the following points between time-table stations:
One mile east of Colfax.
Two miles west of Cisco.
One mile west of Champion.

Light engines bound west, **when running extra,** will take siding for east-bound extras.

All trains must get orders or clearance cards before leaving Truckee.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Truckee and Wadsworth.

FROM SAN FRANCISCO.

Second Class.		First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM WADSWORTH.	TOWARD SAN FRANCISCO. First Class.		Second Class.				
9 Through Freight. Daily.	7 Through Freight. Daily.	3 Atlantic Express. Daily.	1 Atlantic Express. Daily.					2 Pacific Express. Daily.	4 Pacific Express. Daily.			6 Through Freight. Daily.	8 Through Freight. Daily.	
P M LV	A M LV	A M LV	P M LV					A M AR	P M AR			P M AR	A M AR	
3.00	3.00	6.20	¶ 7.10		270.71	dn.. TRUCKEE ...W.	68.81	s 10.50	s 11.50			12.30	5.00	
						2.76								
3.10	3.15	6.30	f 7.17		273.47	..... Winsted	66.05	f 10.42	11.42			12.20	4.45	
						4.10								
3.25	3.30	f 6.41	f 7.26		277.57	..... Prosser Creek	61.95	f 10.33	11.33			12.05	4.30	
						1.57						P M		
3.40	3.35	s 6.47	s 7.31		279.14	.dn..... Boca ..... W.	60.38	s 10.25	s 11.25			11.55	4.25	
						5.70								
4.10	**4.00**	s 7.03	s 7.47		284.84	.d..... Floriston	54.68	s 10.08	f 11.08			11.10	**4.00**	
						3.51								
4.25	4.15	7.14	f 7.56		288.35	..... Mystic	51.17	f 9.57	10.57			10.45	3.40	
						5.61								
4.45	4.35	7.31	f 8.09		293.96	..... Essex	45.56	f 9.41	10.41			10.05	3.10	
						1.23								
5.00	4.40	s 7.35	s 8.12		295.19	.d..... Verdi	44.33	s 9.37	s 10.37			10.00	3.05	
						5.48								
5.20	4.55	7.48	f 8.24		300.67	..... Lawton	38.85	f 9.23	10.23			9.35	2.45	
						4.99								
6.00	5.30	s 8.00	s 8.35		305.66	.dn.... RENO ..... W.	33.86	s **9.05**	s 10.05			**9.05**	2.15	
						7.64								
6.30	5.55	**8.25**	f 8.55		313.30	..... Vista	26.22	f 8.50	9.52			**8.25**	1.30	
						4.32								
6.45	6.10	s **8.40**	f 9.05		317.62	..... Hafed	21.90	f **8.40**	9.43			8.00	1.15	
						7.64								
7.10	6.35	f 9.01	s **9.25**		325.26	.d..... Clark's ..... W.	14.26	f 8.22	**9.25**			7.25	12.50	
						7.55								
7.40	**7.00**	9.16	f 9.45		332.81	..... Salvia	6.71	f 8.05	9.10			**7.00**	12.25	
						6.71								
8.00	7.30	s 9.30	s 10.00		339.52	.dn. WADSWORTH W.	0.00	7.50	8.55			6.30	12.01	
P M AR	A M AR	A M AR	P M AR					A M LV	P M LV			A M LV	A M LV	
8.15	6.05	5.00	5.00			..... OGDEN		1.10	1.40			6.45	7.00	
A M AR	P M AR	A M AR	P M AR					P M LV	A M LV			P M LV	A M LV	
Daily.	Daily.	Daily.	Daily.					Daily.	Daily.			Daily	Daily.	

Trains will stop on signal as follows :

At Martis Creek, Nos. 1 and 2.
At Burckhalter, Nos. 1 and 2.
At Iceland, Nos. 1 and 2.
At Linham, Nos. 1 and 2.
At Marmol, Nos. 1 and 2.

Water supply one mile east of Mystic.
Train No. 9 may carry passengers between Truckee and Reno.

All trains must get orders or clearance cards before leaving Truckee and Wadsworth.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Roseville and Red Bluff.

FROM SAN FRANCISCO.

Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM RED BLUFF.	TOWARD SAN FRANCISCO. First Class.				Second Class.			
33 — Red Bluff Freight. Daily, Ex. Sun.		31 — Oregon Freight. Daily.		21 — Red Bluff Freight. Daily. Ex. Sun.		17 — Redding Passenger. Daily.	15 — Oregon Express. Daily.	11 — Red Bluff Passenger. Daily.				12 — Red Bluff Passenger. Daily.	16 — Oregon Express. Daily.	18 — Redding Passenger. Daily.		22 — Red Bluff Freight. Daily. Ex. Sun.		32 — Oregon Freight. Daily.		34 — Red Bluff Freight. Daily. Ex. Sun.
A M LV 6.45	.....	A M LV 5.35	.....	A M LV 6.30	.....	A M LV 9.55	A M LV 12.01	P M LV 3.25	.....	SACRAMENTO	.....	A M AR 9.50	A M AR 3.55	P M AR 2.50	.....	P M AR 5.53	.....	P M AR 6.45	.....	P M AR 6.10
A M LV 8.00	.....	.....	.....	.....	.....	.....	A M LV 12.53	P M LV 4.12	*108.03*	d ... ROSEVILLE ... W.	*116.72*	s 9.10	s 3.07	.....	.....	.....	.....	.....	.....	P M AR 4.50
										6.10										
8.20	.....	.....	.....	.....	.....	.....	1.08	f **4.23**	*114.13*	..... Whitneys	*110.62*	f 8.58	2.53	.....	.....	.....	.....	.....	.....	**4.23**
										4.19										
8.50	.....	.....	.....	.....	.....	.....	s 1.18	s 4.30	*118.32*	d ..... Lincoln ..... W.	*106.43*	s **8.50**	s 2.42	.....	.....	.....	.....	.....	.....	4.00
										4.13										
9.15	.....	.....	.....	.....	.....	.....	1.28	f 4.38	*122.45*	..... Ewings	*102.30*	f 8.42	2.33	.....	.....	.....	.....	.....	.....	3.10
										3.71										
9.30	.....	.....	.....	.....	.....	.....	1.36	s 4.44	*126.16*	..... Sheridan	*98.59*	s 8.36	2.24	.....	.....	.....	.....	.....	.....	3.00
										3.28										
9.50	.....	.....	.....	.....	.....	.....	s 1.44	s 4.50	*129.44*	d .... Wheatland	*95.31*	s 8.30	s 2.15	.....	.....	.....	.....	.....	.....	2.50
										6.28										
10.10	.....	.....	.....	.....	.....	.....	.....	s **2.00**	f 5.02	*135.72*	..... Reed's	*89.03*	f 8.19	**2.00**	.....	.....	.....	.....	.....	.....	2.20
										6.48										
10.35 / 11.30	.....	A M LV 10.45	.....	.....	.....	.....	.....	s 2.20	s 5.15	*142.20*	d .. MARYSVILLE .. W.	*82.55*	s 8.00	s 1.42	.....	.....	.....	P M AR 1.45	.....	{ 2.00 / 1.10
										1.05										
See No. 52 / 11.40	.....	10.50	.....	.....	.....	.....	2.29	5.24	*143.25*	... BINNEY JUNC ...	*81.50*	7.56	1.38	.....	.....	.....	.....	1.40	.....	1.00
										5.78										
P M 12.05	.....	11.05	.....	.....	.....	.....	2.40	f 5.35	*149.03*	..... Lomo	*75.72*	f 7.44	1.27	.....	.....	.....	.....	1.25	.....	12.40
										3.90										
12.25	.....	11.15	.....	.....	.....	.....	f 2.47	s 5.43	*152.93*	d ..... Live Oak	*71.82*	s 7.36	f 1.20	.....	.....	.....	.....	1.15	.....	**12.25**
										6.46										
1.00	.....	11.30	.....	.....	.....	.....	s 2.58	s 5.55	*159.39*	d ..... Gridley	*65.36*	s 7.23	s 1.08	.....	.....	.....	.....	**1.00**	.....	12.01 P M
										3.47										
1.45	.....	**11.40** P M	.....	.....	.....	.....	s 3.08	s 6.02	*162.86*	d ..... Biggs ..... W.	*61.89*	s 7.14	s 1.00	.....	.....	.....	.....	12.45	.....	**11.40**
										5.92										
2.10	.....	12.01	.....	.....	.....	.....	.....	3.19	f 6.16	*168.78*	..... Silsby	*55.97*	f 7.04	12.50	.....	.....	.....	12.25	.....	11.05
										4.10										
2.30	.....	**12.15**	.....	.....	.....	.....	f 3.26	s 6.24	*172.88*	d ..... Nelson	*51.87*	s 6.56	f 12.43	.....	.....	.....	.....	**12.15** P M	.....	10.50
										6.60										
3.00	.....	12.33	.....	.....	.....	.....	f 3.38	s 6.37	*179.48*	d ..... Durham	*45.27*	s 6.43	f 12.31	.....	.....	.....	.....	11.59	.....	10.25
										6.08										
3.45	.....	12.50	.....	.....	.....	.....	s 3.50	s 6.50	*185.56*	d ..... Chico ..... W.	*39.19*	s 6.27	s 12.15	.....	.....	.....	.....	11.45	.....	10.00
										7.07										
4.15	.....	1.10	.....	.....	.....	.....	4.07	s 7.10	*192.63*	..... Nord	*32.12*	s 6.13	12.02 A M	.....	.....	.....	.....	11.26	.....	9.00
										2.34										
4.25	.....	1.16	.....	.....	.....	.....	4.11	f 7.15	*194.97*	..... Anita	*29.78*	f 6.09	11.58	.....	.....	.....	.....	11.21	.....	8.50
										2.39										
4.35	.....	1.21	.....	.....	.....	.....	4.15	f 7.19	*197.36*	..... Cana	*27.39*	f 6.05	11.54	.....	.....	.....	.....	11.16	.....	8.40
										2.76										
4.45	.....	1.26	.....	.....	.....	.....	4.19	f 7.23	*200.12*	..... Soto	*24.63*	f 6.00	11.50	.....	.....	.....	.....	11.10	.....	8.30
										4.29										
5.20	.....	1.36	.....	.....	.....	.....	s 4.27	s 7.31	*204.41*	d ..... Vina	*20.34*	s 5.52	s 11.42	.....	.....	.....	.....	10.58	.....	8.20
										7.43										
5.45	.....	1.53	.....	.....	.....	.....	4.40	f 7.44	*211.84*	..... Sesma	*12.91*	f 5.39	11.29	.....	.....	.....	.....	10.38	.....	7.50
										1.25										
6.05	.....	2.00	.....	P M LV 5.50	.....	P M LV 2.40	s 4.46	s 7.50	*213.09*	d ... TEHAMA ... W.	*11.66*	s 5.33	s 11.23	A M AR s 9.53	.....	A M AR 7.10	.....	10.30	.....	7.40
										4.02										
6.20	.....	2.10	.....	6.05	.....	f 2.50	4.55	f 8.00	*217.11*	..... Proberta	*7.64*	f 5.25	11.15	f 9.45	.....	6.55	.....	10.20	.....	7.25
										3.04										
6.30	.....	2.18	.....	6.15	.....	f 2.56	5.01	f 8.05	*220.15*	..... Rawson	*4.60*	f 5.19	11.09	f 9.39	.....	6.45	.....	10.10	.....	7.15
										4.60										
6.45 P M AR	.....	2.30 P M AR	.....	6.30 P M AR	.....	s 3.05 P M AR	s **5.10** A M AR	s 8.15 P M AR	*224.75*	dn .. RED BLUFF .. W.	*0.00*	**5.10** A M LV	11.00 P M LV	9.30 A M LV	.....	6.30 A M LV	.....	10.00 A M LV	.....	7.00 A M LV
.....	.....	6.20 A M AR	.....	.....	.....	.....	9.30 A M AR	.....	.....	PORTLAND	.....	.....	6.00 P M LV	.....	.....	.....	.....	8.30 P M LV	.....	.....
Daily, Ex. Sun		Daily.		Daily. Ex. Sun.		Daily.	Daily.	Daily.				Daily.	Daily.	Daily.		Daily. Ex. Sun.		Daily		Daily Ex. Sun.

Trains will stop on signal as follows: At Ensign, Nos. 11 and 12. At Tyler, Nos. 11, 12, 17 and 18.

Trains Nos. 21, 22, 31, 32, 33 and 34 may carry passengers.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.

Second Class.

31 — Oregon Freight. Daily.
P M LV 3.10
3.45
4.02
4.18
4.32
4.50
5.05
5.15
5.23
5.30
5.52
6.05
6.17
6.45
7.26
7.45
8.00
8.15
8.25
No Siding.
8.55
9.10
9.20
9.30 P M AR

First Class.

17 — Redding Passenger. Daily.	15 — Oregon Express. Daily.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM DUNSMUIR.
A M LV 7.00	P M LV 8.00	.....	..SAN FRANCISCO..	.....
P M LV 3.10	A M LV 5.20	*224.75*	.dn..RED BLUFF..W.	*98.68*
s 3.34	*f* 5.44	*235.04*	10.29 .....Hooker.....	*88.39*
s 3.50	*s* 6.00	*241.79*	6.75 .d....Cottonwood...W.	*81.64*
s 4.03	*s* 6.15	*248.49*	6.70 .d.....Anderson.....	*74.94*
f 4.15	*f* 6.28	*254.74*	6.25 .....Girvan.....	*68.69*
s 4.25	*s* 6.40	*259.63*	4.89 .dn...REDDING...W.	*63.80*
P M AR	¶7.05		2.73 A M LV	
.....	*s* 7.12	*262.36*	.d...Middle Creek.....	*61.07*
.....	*s* 7.20	*265.28*	2.92 .d.....Keswick.....	*58.15*
.....	7.26	*267.32*	2.04 .....Central Mine.....	*56.11*
.....	*s* 7.31	*269.33*	2.01 .....Copley.....W.	*54.10*
.....	*s* 7.51	*276.98*	7.65 .d.....Kennet.....	*46.45*
.....	*f* 8.04	*281.52*	4.54 .....Morley.....W.	*41.91*
.....	*f* 8.14	*285.17*	3.65 .....Elmore.....	*38.26*
.....	*f* 8.35	*292.45*	7.28 .....Smithson.....	*30.98*
.....	*s* 8.50	*298.11*	5.66 .d.....Delta.....W.	*25.32*
.....	*f* 9.01	*301.33*	3.22 .....Slatonis..(Spur).	*22.10*
.....	*f* 9.14	*305.33*	4.00 .....Gibson.....	*18.10*
.....	*f* 9.26	*308.66*	3.33 .....Chromite..(Spur).	*14.77*
.....	*s* 9.34	*310.93*	2.27 .d.....Sims.....W.	*12.50*
.....	*f* No Siding.	*316.13*	5.20 .....Sweet Briar.....	*7.30*
.....	*f* 9.55	*316.63*	.50 .d.....Castella.....	*6.80*
.....	*s* 10.05	*319.53*	2.90 .....Castle Crag.....	*3.90*
.....	*f* 10.12	*321.83*	2.30 .....Chestnut.....	*1.60*
.....	*s* 10.17 A M AR	*323.43*	1.60 .dn..DUNSMUIR..W.	*0.00*
Daily.	Daily.			

TOWARD SAN FRANCISCO.

First Class.

16 — Oregon Express. Daily.	18 — Redding Passenger. Daily
A M AR 8.15	P M AR 5.45
P M AR *s* 10.50	A M AR *s* 9.25
f 10.23	*s* 9.00
s 10.07	*s* 8.45
s 9.50	*s* 8.32
f 9.35	*f* 8.20
s 9.20	8.10
	A M LV
s 9.10	.....
s 9.01	.....
8.54	.....
s 8.48	.....
s 8.25	.....
f 8.12	.....
f 8.02	.....
f 7.41	.....
s **7.26**	.....
f 7.17	.....
f 7.06	.....
f 6.56	.....
s 6.48	.....
f No Siding.	.....
f 6.28	.....
s 6.18	.....
f 6.09	.....
6.05 P M LV	.....
Daily.	Daily.

Second Class.

32 — Oregon Freight. Daily.
A M AR 9.00
8.25
8.05
7.45
7.25
7.05
6.45
6.35
6.27
6.19
5.54
5.40
5.29
5.07
4.51
4.41
4.29
4.17
4.08
No Siding.
3.46
3.35
3.25
3.20 A M LV
Daily.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

Nos. 17 and 18 will stop on signal at Buckeye and Anderson Brickyard.

SACRAMENTO DIVISION: Davis and Tehama.

FROM SAN FRANCISCO.

Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM TEHAMA.	TOWARD SAN FRANCISCO. First Class.			Second Class.		
		31 Oregon Freight. Daily.		21 Red Bluff Freight. Daily, Ex. Sun.	51 Oroville Passenger. Daily.	49 Oroville Passenger. Daily.		17 Redding Passenger. Daily.				18 Redding Passenger. Daily.	50 Oroville Passenger. Daily.	52 Oroville Passenger. Daily.	22 Red Bluff Freight. Daily, Ex. Sun.	32 Oregon Freight. Daily.	
		A M LV		A M LV	A M LV	P M LV		A M LV				P M AR		A M AR	P M AR	P M AR		P M AR	
		5.35		6.30	9.45	7.15		9.55		SACRAMENTO		2.50		7.50	2.30	5.53		6.45	
		For time Sacramento to Davis			see Western Division time table.							For time Davis to Sacramento				see Western Division time table.			
		A M LV		A M LV	A M LV	P M LV		A M LV				P M AR		A M AR	P M AR	P M AR		P M AR	
		6.40		8.00	10.25	7.50		10.35	76.56	dn. DAVIS W.	110.80	s 2.20		s 7.20	s 1.55	4.35		5.40	
										5.05									
		7.10		8.15	f 10.35	f 8.00		f 10.45	81.61	Merritts	105.75	f 2.10		f 7.10	f 1.45	4.20		5.25	
										2.51									
		7.20		8.25	f 10.40	f 8.05		f 10.50	84.12	Mullen	103.24	f 2.05		f 7.05	f 1.40	4.10		5.16	
										1.83									
		7.30		9.00	s 10.44	s 8.09		s 10.54	85.95	d. WOODLAND W.	101.41	s 2.00		7.00	1.35	4.00		5.10	
		A M AR			A M AR	P M AR				4.91				A M LV	P M LV			P M LV	
				9.25				s 11.06	90.86	d. Yolo	96.50	s 1.42				3.30			
										5.88									
				9.50				s 11.16	96.74	d. Blacks	90.62	s 1.29				3.00			
										2.12									
				10.00				f 11.20	98.86	Bretona	88.50	f 1.23				2.50			
										5.40									
				10.20				s 11.30	104.26	d. Dunnigan W.	83.10	s 1.10				2.35			
										3.11									
				10.30				f 11.35	107.37	Hershey	79.99	f 1.02				2.15			
										1.93									
				10.35				f 11.38	109.30	Harrington	78.06	f 12.59				2.05			
										5.17									
				11.00				s 11.47	114.47	d. Arbuckle	72.89	s 12.48				1.50			
										4.06									
				11.15				f 11 54	118.53	Genevra W.	68.83	f 12.39				1.35			
										0.93									
				11.20				f 11.56	119.46	Macy	67.90	f 12.37				1.30			
										5.73									
				P M 12.05 / 12.25				P M s 12.05	125.19	d. Williams	62.17	s 12.25				1.10			
										4.94									
				12.50				s 12.15	130.13	d. COLUSA JUNC.	57.23	s 12.15				12.50			
										3.91									
				1.30				s 12.30	134.04	d. Maxwell W.	53.32	s 12.05 P M				12.30 / 12.05 P M			
										5.24									
				1.50				f 12.40	139.28	Delavan	48.08	f 11.54				11.30			
										3.66									
				2.05				s 12.48	142.94	d. Norman	44.42	s 11.47				11.15			
										2.36									
				2.15				f 12.53	145.30	Logandale	42.06	f 11.42				11.00			
										5.57									
				3.00				s 1.05 / ¶ 1.25	150.87	d. WILLOWS W.	36.49	¶ 11.30 / s 11.10				10.40			
										3.37									
				3.10				f 1.32	154.24	Lyman	33.12	f 11.03				10.00			
										3.57									
				3.30				s 1.39	157.81	d. Germantown	29.55	s 10.56				9.50			
										5.13									
				3.50				f 1.49	162.94	Greenwood	24.42	f 10.46				9.15			
										3.46									
				4.20				s 1.55	166.40	d. Orland W.	20.96	s 10.36				9.00			
										3.61									
				4.30				f 2.05	170.01	Malton	17.35	f 10.29				8.30			
										4.34									
				4.45				s 2.13	174.35	d. Kirkwood	13.01	s 10.21				8.15			
										5.18									
				5.15				s 2.23	179.53	d. Corning	7.83	s 10.10				7.55			
										3.27									
				5.25				f 2.29	182.80	Richfield	4.56	f 10.04				7.35			
										2.08									
				5.35				f 2.33	184.88	Finnell	2.48	f 10.00				7.25			
										2.48									
				5.45				s 2.38	187.36	d. TEHAMA W.	0.00	9.55				7.15			
				P M AR				P M AR				A M LV				A M LV			
		Daily.		Daily, Ex. Sun.	Daily.	Daily.		Daily				Daily.		Daily.	Daily.	Daily. Ex Sun.		Daily.	

Trains Nos. 17 and 18 will stop on signal at Elvaton and Ronda.
Trains Nos. 21, 22, 31 and 32 may carry passengers.

All trains must get orders or clearance cards before leaving Davis.
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO.

Second Class.	First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM OROVILLE.
31 — Oregon Freight. Daily.	51 — Oroville Passenger. Daily.	49 — Oroville Passenger. Daily.				
A M LV	A M LV	P M LV				
7.40	10.45	8.10		85.95	d.. WOODLAND ..W.	63.55
			5.08			
8.00	f 10.57	f 8.22		91.03	Curtis	58.47
			4.10			
8.25	s 11.07	s 8.32		95.13	d.. Knights Landing ...	54.37
			11.03			
8.55	f 11.31	f 8.55		106.16	Chandler	43.34
			2.40			
9.05	s 11.36	s 9.00		108.56	Marcuse	40.94
			3.90			
9.20	s 11.44	s 9.08		112.46	Tudor ..... W.	37.04
			4.50			
9.40	f 11.54	f 9.18		116.96	Oswald	32.54
	P M		4.40			
10.10	s 12.04	s 9.27		121.36	d.... Yuba City	28.14
			1.47			
10.20	**s 12.10**	s 9.32		122.83	.. E. St., Marysville .W.	26.67
			0.52			
10.25	s 12.15 / 12.25	s 9.37		123.35	d.. MARYSVILLE .. W.	26.15
A M AR			1.05			
	s 12.30	s 9.46		124.40	BINNEY JUNCTION	25.10
			8.00			
	f 12.52	f 10.04		132.40	Ramirez	17.10
			2.10			
	f 12.58	f 10.09		134.50	Coombs	15.00
			2.20			
	s 1.05	s 10.14		136.70	Honcut	12.80
			0.70			
	f 1.10	f 10.17		137.40	Vaucluse	12.10
			6.80			
	s 1.28	s 10.31		144.20	Palermo	5.30
			2.60			
	f 1.37	f 10.38		146.80	Villa Verona	2.70
			2.70			
	s 1.45	s 10.45		149.50	d... OROVILLE ... W.	0.00
	P M AR	P M AR				
Daily.	Daily.	Daily.				

TOWARD SAN FRANCISCO.

First Class.		Second Class.	DISTANCE FROM OROVILLE.
50 — Oroville Passenger. Daily.	52 — Oroville Passenger. Daily.	32 — Oregon Freight. Daily.	
A M AR	P M AR	P M AR	
s 6.58	s 1.33	5.00	63.55
f 6.46	f 1.20	4.40	58.47
s 6.36	s 1.10	4.25	54.37
f 6.13	f 12.47	3.50	43.34
s 6.08	s 12.42	3.40	40.94
s 6.00	s 12.34	3.20	37.04
f 5.51	f 12.25	3.00	32.54
s 5.41	s 12.16	2.45	28.14
s 5.35	**s 12.10**	2.20	26.67
s 5.25	12.01 P M / s 11.50	2.15 P M LV	26.15
s 5.20	s 11.45		25.10
f 5.02	f 11.25		17.10
f 4.58	f 11.19		15.00
s 4.53	s 11.13		12.80
f 4.50	f 11.06		12.10
s 4.35	s 10.48		5.30
f 4.28	f 10.40		2.70
4.20 A M LV	10.30 A M LV		0.00
Daily.	Daily.	Daily.	

WILLOWS AND FRUTO.

57 — Fruto Passenger and Freight. Daily, Ex. Sun.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM FRUTO.	58 — Fruto Passenger and Freight. Daily, Ex. Sun.
P M LV				A M AR
2.20	150.87	d.... WILLOWS	17.10	s 11.00
		5.90		
f 2.38	156.77	Kurand	11.20	f 10.42
		2.60		
f 2.53	159.37	Halconera	8.60	f 10.27
		1.20		
f 3.00	160.57	Millsholm	7.40	f 10.20
		4.00		
f 3.24	164.57	Athena	3.40	f 9.56
		3.40		
s 3.45	167.97	d..... FRUTO	0.00	9.35
P M AR				A M LV
Daily, Ex. Sun.				Daily. Ex. Sun.

All trains will stop on signal at Peart, Vernon, Lee's, Wilson's, Abbott's, Bogue's, and Cox's Lane.

Trains Nos. 31 and 32 may carry passengers.

Trains Nos. 51 and 52 will do freight work between Marysville and Oroville.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

SACRAMENTO DIVISION: Sacramento and Placerville.

FROM SAN FRANCISCO.

Second Class.			First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 21, April 1, 1898. STATIONS.	DISTANCE FROM PLACERVILLE.	TOWARD SAN FRANCISCO. First Class.			Second Class.		
		203 — Placerville Pass. and Freight. Daily. Ex. Sun.			201 — Placerville Passenger. Daily.				202 — Placerville Passenger. Daily.			204 — Placerville Pass. and Freight. Daily. Ex. Sun.		
		A M LV 7.10			P M LV 3.15	89.79	dn SACRAMENTO W. 5.64	59.67	A M AR 9.35			P M AR 4.45		
For time Sacramento to Brighton			see Western Division time table.						For time Brighton to Sacramento			see Western Division time table.		
		A M LV 7.41			P M LV 3.31	95.43	d.....Brighton..... 1.29	54.03	s 9.19			s 4.23		
		f 7.45			f 3.34	96.72	.....Perkins..... 1.60	52.74	f 9.16			f 4.20		
		f 7.50			f 3.37	98.32	..... Manlove 1.44	51.14	f 9.13			f 4.10		
		f 7.55			f 3.40	99.76	..... Mayhew..... 1.76	49.70	f 9.10			f 4.00		
		f 8.00			f 3.43	101.52	..... Routier..... 0.86	47.94	f 9.07			f 3.50		
		f 8.05			f 3.45	102.38	..... Mills..... 2.15	47.08	f 9.05			s 3.45		
		f 8.10			f 3.50	104.53	.....Soudan 1.53	44.93	f 9.01			f 3.30		
		f 8.15			f 3.54	106.06	.....Salsbury 2.20	43.40	f 8.58			f 3.25		
		s 8.25			f 3.59	108.26	.....Natoma 0.96	41.20	f 8.54			f 3.15		
		f 8.30			f 4.01	109.22	..... Alder Creek..... 2.64	40.24	f 8.52			f 3.10		
		s 8.45			s 4.10	111.86	d.... FOLSOM ....W. 6.89	37.60	s 8.45			s 3.00		
		f 9.20			f 4.27	118.75	.....White Rock ...W. 5.09	30.71	f 8.25			f 2.10		
		f 9.35			f 4.37	123.84	..... Cothrin..... 3.06	25.62	f 8.13			f 1.55		
		s 10.00			s 4.46	126.90	d.....Latrobe 2.19	22.56	s 8.04			s 1.45		
		f 10.05			f 4.52	129.09	.....Bryant..... 1.45	20.37	f 7.57			f 1.35		
		f 10.10			f 4.56	130.54	..... Brandon 1.65	18.92	f 7.53			f 1.30		
		f 10.15			f 5.00	132.19	..... Dugan..... 2.10	17.27	f 7.49			f 1.25		
		f 10.25			f 5.05	134.29	.....Bennett 3.38	15.17	f 7.44			f 1.20		
		s 10.45			s 5.15	137.67	d..Shingle Springs.... 3.59	11.79	s 7.35			s 1.10		
		f 10.55			f 5.23	141.26	..... Cummings..... 2.20	8.20	f 7.25			f 12.55		
		s 11.10			s 5.28	143.46	d.....El Dorado 2.30	6.00	s 7.19			s 12.45		
		s 11.25			s 5.35	145.76	d..... Diamond..... 3.70	3.70	s 7.12			s 12.30		
		Foot-note. s 11.35 A M AR			s 5.45 P M AR	149.46	d. PLACERVILLE .W.	0.00	7.00 A M LV			Foot-note. 12.15 P M LV		
		Daily. Ex. Sun.			Daily.				Daily.			Daily. Ex. Sun.		

All trains will stop on signal at New Ramona.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384. Exception: Train No. 203 has right of track over Train No. 204.

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatcher's office), Rocklin, Truckee, Wadsworth, Red Bluff and Dunsmuir.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

At Shady Run, the long siding;
At Blue Cañon, the upper siding;
At Emigrant Gap, the lower siding;
At Summit, the middle siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected. At points not named in this rule the customary passing track will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not move until the other has passed over both switches of the passing track. In case both trains are ready to leave at the same time, the train of superior class will move first; and, in case both trains are of the same class, the west-bound train will move first.

Between Emigrant Gap and Tunnel 13, trains running in the same direction must be kept twenty minutes apart, regardless of Rules 386, 387, 388 and 389, except when the leading train consists of light engines, or when permission is given by Train Dispatcher to run closer together.

On descending grades from Summit to Colfax and from Summit to Tunnel 13, first-class trains must not exceed the time of the fastest scheduled train, except by special order. On *all* descending grades speed of second-class trains and freight extras must be limited to fifteen miles per hour, except between Truckee and Wadsworth, and between Red Bluff and Dunsmuir, where such trains may run at a speed of twenty miles per hour. On other portions of this Division, trains must not exceed schedule time unless the condition of train, track, weather and all circumstances warrant doing so with safety.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13, semaphore lamps must be kept burning at all hours, day and night.

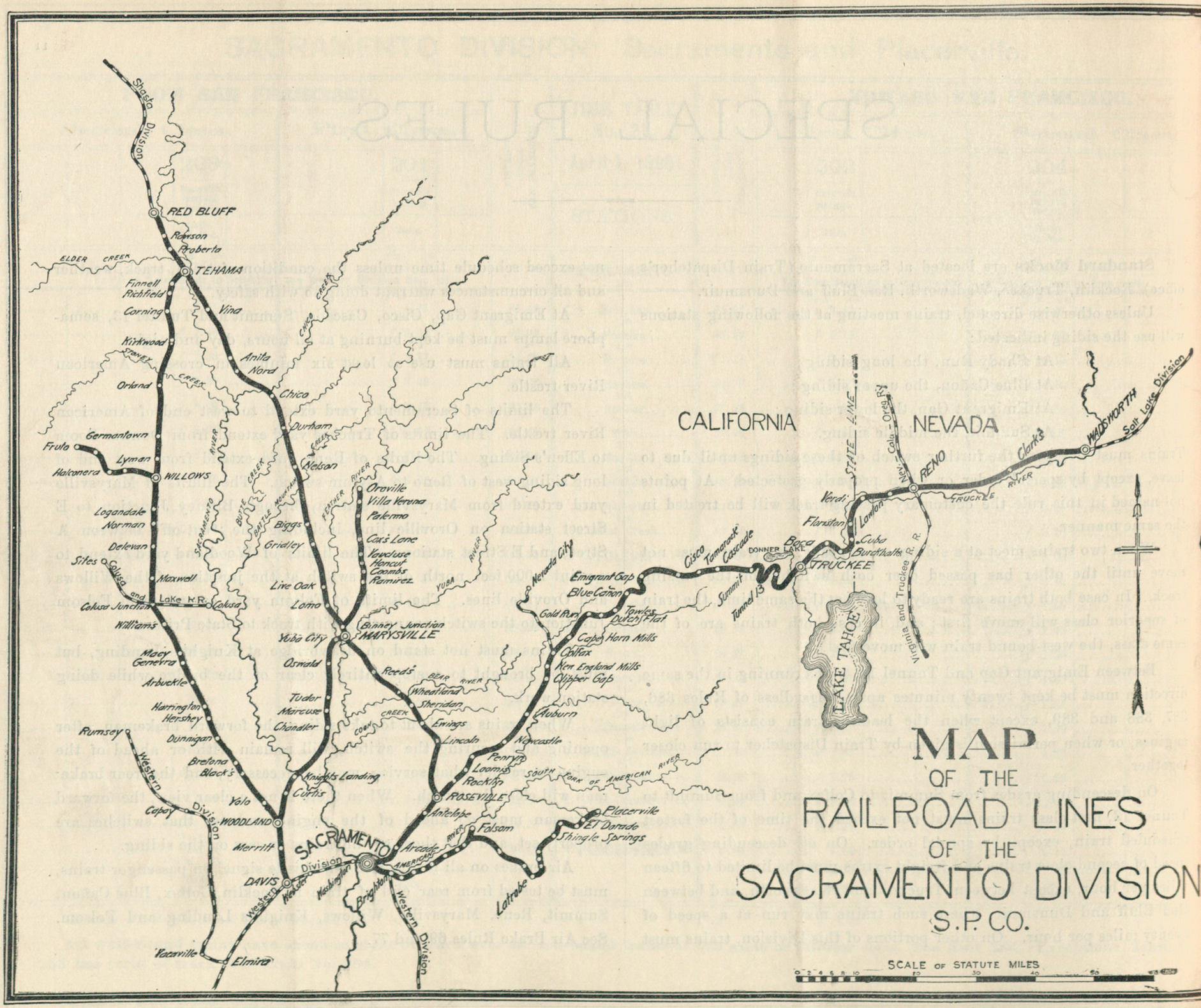
All trains must use at least six minutes in crossing American River trestle.

The limits of Sacramento yard extend to west end of American River trestle. The limits of Truckee yard extend from Donner Boom to Ellen's Siding. The limits of Reno yard extend from west end of long siding west of Reno to Asylum switch. The limits of Marysville yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom yard extend from Folsom Junction to the switch connecting with track to State Prison.

Trains must not stand on drawbridge at Knight's Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman must go ahead of the engine and see that switches are properly set, and that there are no trains or cars on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Rocklin, Colfax, Blue Cañon, Summit, Reno, Marysville, Willows, Knight's Landing and Folsom. See Air Brake Rules 69 and 77.


MAP
OF THE
RAILROAD LINES
OF THE
SACRAMENTO DIVISION
S.P. CO.
CALIFORNIA
NEVADA
SACRAMENTO
RED BLUFF
TEHAMA
WILLOWS
MARYSVILLE
ROSEVILLE
DAVIS
WOODLAND
TRUCKEE
RENO
WADSWORTH
LAKE TAHOE
Shasta Division
Western Division
Salt Lake Division
Virginia and Truckee R. R.
Nev.-Cala.-Oreg. Ry.
STATE LINE
Lake R.R.
Colusa and
Colusa Junction
Colusa
Williams
Macy
Genevra
Arbuckle
Harrington
Hershey
Dunnigan
Bretona
Black's
Yolo
Merritt
Rumsey
Capay
Vacaville
Elmira
Knights Landing
Curtis
Tudor
Marcuse
Chandler
Oswald
Yuba City
Live Oak
Lomo
Biggs
Gridley
Nelson
Durham
Chico
Anita
Nord
Vina
Finnell
Richfield
Corning
Kirkwood
Orland
Germantown
Fruto
Lyman
Halconera
Logandale
Norman
Delevan
Sites
Maxwell
Oroville
Villa Verona
Palermo
Cox's Lane
Vaucluse
Hancut
Coombs
Ramirez
Binney Junction
Reed's
Wheatland
Sheridan
Ewings
Lincoln
Antelope
Arcade
Folsom
Brighton
Washington
Webster
Latrobe
Placerville
El Dorado
Shingle Springs
Auburn
Newcastle
Penryn
Loomis
Rocklin
Colfax
New England Mills
Clipper Gap
Cape Horn Mills
Gold Run
Towles
Dutch Flat
Blue Cañon
Emigrant Gap
Cisco
Tamarack
Cascade
Summit
Tunnel 13
Boca
Cuba
Burckhalter
Floriston
Lawton
Verdi
Clark's
Nevada City
Sacramento River
Feather River
Yuba River
Bear River
Coon Creek
Butte Creek
Battle Mountain Creek
Chico Creek
Stoney Creek
Elder Creek
Truckee River
Sacramento River
American River
South Fork of American River
Scale of Statute Miles
0 2 4 6 8 10 20 30 40 50 60